

Notice No.1

Rules and Regulations for the Construction and Classification of Ships for the Carriage of Liquefied Gases in Bulk, July 2017

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: October 2017

Amendments to	Effective date	Mandatory Instrument
LR III.4	Corrigendum	X
Chapter 3, LR 3.23	Corrigendum	X
Chapter 4, LR 4.22	Corrigendum	X

LR III.4

Additional Class notation

LR III.4.1 The class notation **APBU** (maximum duration in days) will be assigned when the notation (design) vapour pressure allows the cargo to warm up during the duration of the voyage with the purpose of containing the boil-off gas (BOG) within the cargo tanks during normal operations. The insulation and the allowable maximum vapour pressure will be considered when determining the maximum voyage length at the ambient design temperatures stated in Ch 7,7.2. The given duration of voyage is to have a suitable margin, for the operating time and temperatures involved, which is to be acceptable to the Administration, see Ch 7,7.5. The design vapour pressure will be no greater than permitted by the definitions of containment systems in ~~Ch 4,4.2~~ Ch 4, 4.1.2. Compliance with paragraphs LR 7.2-01, LR 15.1-03, and LR 18.1-02 is required.

Chapter 3

Ship Arrangements

LR 3.23 Primary support structure of the side shell and inner hull

LR 3.23-01 Transverses supporting side longitudinals are to be arranged in line with the floors in the double bottom to ensure continuity of transverse strength. The section modulus of side transverses and moment inertia are, in general, to be not less than:

$$Z = 48\rho k S h l_e^2 \text{ cm}^3$$

$$I = \frac{2,5}{k} l_e Z \text{ cm}^4$$

where

$$h = P_{eq}/10,2 \quad h = P_{eq} \times 10,2$$

Chapter 4

Part E – Tank Types

4.22 Type B independent tanks

4.22.3 *Ultimate design condition*

LR 4.22-03 Type B independent tanks are to be subjected to a structural analysis by direct calculation procedures at a high confidence level. It is recommended that the assumptions made and the proposed calculation procedures be agreed with LR at an early stage. Where necessary, model or other tests may be required. Generally the scantlings of cargo tanks primarily constructed of plane surfaces are not to be less than required by ~~LR 4.21-02~~ LR 4.21-03 and LR 4.21-04 for Type A independent tanks.

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